

**GUINNESS**  
The finest Stout in the World  
"BOAR'S HEAD"  
BOTTLING.  
SOLE AGENTS—  
**H. PRICE & CO.,**  
12, Queen's Road Central.

# Hongkong Daily Press.

ESTABLISHED 1857.

Don't buy imitations, only buy  
**GENUINE**  
**TANSAN.**  
BOTTLED BY  
**J. CLIFFORD WILKINSON**  
SOLE AGENTS—  
**H. PRICE & CO.,**  
12, Queen's Road Central.

No. 14,237 號七十三百貳千肆萬第 日三十月玖年十二緒光 HONGKONG, WEDNESDAY, NOVEMBER 11th, 1903 三拜禮 號壹十月壹十年叁零百九千壹萬港香 PRICE, 3 PER MONTH

## RAINIER BEER

The purest and best American Beer on the Market.

Revised Prices from October 15th, 1903, until further notice.

PER CASE OF 6 DOZ. PINTS.....\$15.00  
PER CASE OF 4 DOZ. QUARTS.....\$15.00  
PER ONE DOZEN PINTS.....\$2.75  
PER ONE DOZEN QUARTS.....\$4.00

SOLE IMPORTERS.  
**A. S. WATSON & CO. LIMITED,**

WINE AND SPIRIT MERCHANTS.  
ESTABLISHED 1841.

CUTLER, PALMER & CO.'S

Price \$11.00 PER DOZEN

NET

"SPECIAL BLEND" WHISKY

Blended Selected Distillations of the Finest Scotch Whiskies

Apply to

SIEMSEN & CO., Hongkong.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.30 a.m. to 8.40 a.m. Every 15 minutes.

8.40 a.m. to 9.30 a.m. Every 15 minutes.

9.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.30 a.m. Every 15 minutes.

11.30 a.m. to 12.30 p.m. Every 15 minutes.

12.30 p.m. to 1.30 p.m. Every 15 minutes.

1.30 p.m. to 2.30 p.m. Every 15 minutes.

2.30 p.m. to 3.30 p.m. Every 15 minutes.

3.30 p.m. to 4.30 p.m. Every 15 minutes.

4.30 p.m. to 5.30 p.m. Every 15 minutes.

5.30 p.m. to 6.30 p.m. Every 15 minutes.

6.30 p.m. to 7.30 p.m. Every 15 minutes.

7.30 p.m. to 8.40 p.m. Every 15 minutes.

8.40 p.m. to 9.30 p.m. Every 15 minutes.

9.30 p.m. to 10.30 p.m. Every 15 minutes.

10.30 p.m. to 11.30 p.m. Every 15 minutes.

11.30 p.m. to 12.30 a.m. Every 15 minutes.

12.30 a.m. to 1.30 a.m. Every 15 minutes.

1.30 a.m. to 2.30 a.m. Every 15 minutes.

2.30 a.m. to 3.30 a.m. Every 15 minutes.

3.30 a.m. to 4.30 a.m. Every 15 minutes.

4.30 a.m. to 5.30 a.m. Every 15 minutes.

5.30 a.m. to 6.30 a.m. Every 15 minutes.

6.30 a.m. to 7.30 a.m. Every 15 minutes.

7.30 a.m. to 8.40 a.m. Every 15 minutes.

8.40 a.m. to 9.30 a.m. Every 15 minutes.

9.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.30 a.m. Every 15 minutes.

11.30 a.m. to 12.30 p.m. Every 15 minutes.

12.30 p.m. to 1.30 p.m. Every 15 minutes.

1.30 p.m. to 2.30 p.m. Every 15 minutes.

2.30 p.m. to 3.30 p.m. Every 15 minutes.

## WE WILL BUY BACK.

AT FULL PRICES, ANYTHING PURCHASED OF US THAT DOES NOT TURN OUT AS REPRESENTED.

This is our way of doing business. It is a new way and a novel way, but IT PROTECTS YOU. It keeps us from recommending anything to you that we are not sure of. It means Good Drugs, Pure Drugs, and safety for you. It means to us your good will, your confidence, and, with it, a continually increasing trade. That is what we are after and what we expect to get from you by thus protecting you from any risk in buying. We will be glad to have your trade on the above understanding.

**WATKINS LIMITED,**  
CHEMISTS AND DRUGGISTS  
WATKINS BUILDING,  
QUEEN'S ROAD CENTRAL, HONGKONG.

**THE CHINA LIGHT & POWER CO. LD.**  
ELECTRIC LIGHT PLANTS NOW IN OPERATION IN CANTON AND KOWLOON.

INCANDESCENT LAMPS, ARC LAMPS AND NERNST LAMPS SUPPLIED.

ESTIMATES MADE FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES.

Apply to—  
SHEWAN, TOMES & CO., General Managers.

**LANE, CRAWFORD & CO.**

TAILORING DEPARTMENT

ORDERS FOR THE WINTER SEASON NOW BEING BOOKED.

LATEST LONDON FASHIONS.

NEWEST AND BEST MATERIALS.

STYLE AND FIT GUARANTEED.

**LANE, CRAWFORD & CO.**

**CUTLER, PALMER & CO.**

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned—

**SUPERB OLD COGNAC,**  
\$23.50 PER DOZ.

Distilled by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

**IMPERIAL BRANDY**  
\$12.00 PER CASE.

THE ELITE OF WHISKY—  
THE "FALL MAIL."

\$21 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

**C. P. & Co.'s OWN SPECIAL BLEND WHISKY,**  
\$11.00 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

AGENTS—SIEMSEN & CO., HONGKONG

**W. BREWER & CO.**

23 and 25, QUEEN'S ROAD.

Couan Doyle's Adventures of Gerard ... \$1.75

By's and Girls' Annuals (New Volume) each ... 5.75

Chatterbox, Sunday (New Volume) each ... 2.00

Nautical Almanack 1904 ... 1.65

Brown's Nautical Almanack ... 0.80

Pitcher in Paradise, by Bastedo ... 2.50

China Past and Present, by E. H. Parker ... 8.00

Spout in China, by Ready ... 8.00

Young England (New Volume) ... 3.50

At the Clinics, S. O. U. by Selby ... 4.00

Eastern Telegraph Social Code ... 3.25

Shooting, by Hutchinson; 2 Vols. ... 17.50

Cricketer, by Hutchinson ... 3.50

My Relations with Carlyle, by J. A. ... 1.75

Chinese Porcelain, by Gulland, 2 Vols. ... 16.50

Strength and How to Obtain it, by Sandow ... 1.85

The Diary of a Year: Passages in the Life of a Woman of the World ... 4.00

Photographic Lenses: a Simple Treatise ... 0.80

**NERNST**

NERNST ELECTRIC LIGHT.

BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY

AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO

**HONGKONG ELECTRIC CO. or SIEMSEN & CO.**

## COTTON & CO. FIRST-CLASS OUTFITTERS.

SHIRTS. COLLARS. UNDERWEAR. GLOVES.

THE LATEST NOVELTIES IN NECKWEAR

HONGKONG HOTEL BUILDINGS.

**KODAKS,**

**FILMS,**

**AND ACCESSORIES.**

DEVELOPING AND PRINTING UNDERTAKEN.

GOOD WORK, PROMPT RETURN.

**ACHEE & CO.,** PHOTO GOODS STORE.

TEMPORARY SHOW-ROOMS, 12, QUEEN'S ROAD

(1st FLOOR, ABOVE MESSRS. PRICE & CO.)

Hongkong, 7th November, 1903.

**THE LAHMEYER ELECTRICAL CO. LD.**

LONDON, AND

ELECTRIZATIONS ACTION GESELLSCHAFT FORM.

W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION

Apply to—

**SIEMSEN & CO.,** SOLE AGENTS FOR CHINA.

**ELECTRIC LIGHT**

ELECTRIC LAMPS OF ALL KINDS AND AT MODERATE PRICES

ALWAYS IN STOCK.

**EDM. JOHANNSEN,**

10, DES VŒUX ROAD CENTRAL.

**MARIE BRIZARD AND ROGER LIQUEURS.**

CURACAO, ANISETTE, CREME CACAO VANILLA.

CHERRY BRANDY, ORANGE BRANDY.

CHERRY WHISKY, APRICOT BRANDY.

POU-SE CAFE, CREME DE VOYAU, PRAIRIE VANILLA.

CREME DE MENTHE GLACIALE, MARASCHINO, KIRSCHENWASSER.

APPLY TO—

**G. GIRAUT**

**SAINT RAPHAEL WINE.**

Is prescribed in the most varied forms of anemia and proves particularly efficacious to revive the forces of persons afflicted by illness or laborious and difficult digestion.

NO OTHER IS PRESCRIBED IN THE PARIS HOSPITALS.

Telephone No. 75.

**CALDBECK, MACGREGOR & CO.**

SOLE AGENTS.

16, Queen's Road, Hongkong, 17th October, 1903.

**KELLY & WALSH, LD.**

NEW BOOKS BY ENGLISH MAIL.

THE ADVENTURES OF GERARD, by A. Conan Doyle ... \$1.75

THE PICTURE MUSEUM, by Mrs. GRANTHAM, by C. H. D. ... 1.75

THE DARKER HORSE, by Louis Bruce ... 1.75

THE LITTLE SHEPHERD OF KINGDOM ... 1.75

COME, by J. Fox ... 1.75

SWEET TOLD OF HALLOWEEN, by J. E. ... 1.75

THE YELLOW CRAYON, by P. Oppenheim ... 1.75

LADY JUDAS, by F. Barrett ... 1.75

THE JESTERS, by R. H. ... 1.75

MASTER OF GRAY, by H. G. Bailey ... 1.75

BERGEN'S, ENTRY, FIRST CLASS ... 1.75

ENGINEER, MATHEMATICAL ... 1.75

COURT NECESSARY FOR HONOURS ... 1.75

CHINA PAST AND PRESENT, by E. H. Parker ... 8.00

TRADE AND THE EMPIRE, 50 Coloured Maps and Diagrams ... 0.90

HARDENING, TEMPERING, ANNEALING, FORGING OF STEEL, &c., by J. V. ... 9.50

REX CHRISTUS, OUTLINE STUDY OF CHINA, by R. A. H. Smith ... 1.95

**A. LING & CO.,** FURNITURE STORE.

PLATED GLASS AND CROCKERY WARE, &c., and FOCHOW LACQUERED WARE.

68, QUEEN'S ROAD CENTRAL, Hongkong, 21st September, 1903.

**MADAME FLINT & CO.**

LA MODE DE PARIS.

**MILLINERY and DRESSMAKING.**

CONNAUGHT HOTEL, Rooms 4 and 5.

2554

## HONGKONG HOTEL.

A FIRST-CLASS HOTEL IN EVERY RESPECT

Elegantly Furnished Reading, Drawing

Music, Ping-pong and Smoking Rooms.

Private Bar and Two Billiard Rooms for Hotel Residents.

Dining Accommodation for 300 persons.

Private and Special Dining Rooms.

European Chef and Indian Curry Cook.

Ladies' Afternoon Tea Rooms with European Matrons in attendance.

Ladies' Cloak Room.

Hydraulic Elevators to each Floor.

Bedroom Accommodation—131 rooms.

Electric Lighting and Electric Fans, if required.

Hot and Cold Water throughout.

Wines and Groceries specially imported by the Hotel Co.

Wines cooled by Hotel refrigerators.

Hotel Linen washed on Premises by machinery.

Fire Extinguishing Mains and Emergency Exits on every floor.

MODERATE CHARGES! NO EXTRAS!

**H. HAYNES,** Manager.

**THE PEAK HOTEL.**

Admirably Situated. Sheltered from the North-East Monsoon and Open to the South-West Monsoon.

A COVERED GANGWAY LEADS FROM THE TRAMWAY TERMINUS INTO THE HOTEL.

Telephone No. 29.

Town Office: 7, DUNDRELL STREET.

**HOTEL CRAIGIEBURN.**

**PLUNKET'S GATE, THE PEAK,** near the Tram Terminus.

Tel. 56.

For Terms, apply to the MANAGER.

Hongkong, 2nd July, 1900.

**KING EDWARD HOTEL.**

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard Rooms.

Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if required).

Electric Passenger Elevator to each floor.

Tables D'Hôte at separate tables.

For Terms, &c., apply to the—

**MANAGER.**

Hongkong, 10th June, 1903.

**CONNAUGHT HOUSE.**

A FIRST CLASS HOTEL Situated near the Banks and Principal Offices.

Excellent Cuisine and Wines.

Large and lofty rooms. Elegantly furnished.

Hydraulic Elevator, hot and cold water throughout.

Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to the MANAGER.

Hongkong, 31st October, 1902.

**"BOA VISTA"**

(HOTEL-SANITARIUM OF SOUTH CHINA)

**MACAO**

HAS been re-opened under European management and most strict supervision as to food, cleanliness, and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desiring of a few days rest and quiet.

Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.

Macao is 40 miles south-west of Hongkong. One steamer (s.s. *Hemashua*), daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.

Cable Address—"BOAVISTA".

For Terms, apply to THE MANAGER.

**MACAO HOTEL**

(LATE HING-KEE HOTEL).

THIS favourite and long-established Hotel is situated on the sea-front, commanding a magnificent view of the harbour and adjacent islands, and is open to the cool southerly breezes in summer.

The Bedrooms are large, cool, airy, well ventilated and handsomely furnished. The Cuisine is excellent and is under direct European supervision.

Picnic, Floating or Shooting Parties—specially catered for. A commodious and comfortable starvelled Homestead, with sleeping accommodation for six passengers and every convenience, is provided for the use of visitors at reasonable rates.

A Military Band plays in the Gardens, close to the Hotel, three times a week.

Sea Bathing.

Steamers to and from Macao every morning and afternoon.

**WM. FARMER**

Proprietor and Manager

2543



# A. S. WATSON & CO., LIMITED

WE ARE SELLING AN UNIQUE SELECTION OF

## THE PUREST AND BEST CONFECTIONERY.

RECEIVED FROM THE LEADING LONDON AND PARIS HOUSES. COMPRISING THE SIMPLER KINDS TO THOSE OF THE MOST RECHERCHE DESCRIPTION DAINLY PACKED.

AN EXCEPTIONALLY GOOD ASSORTMENT OF

## CHRISTMAS AND NEW YEAR CARDS.

FOR DESPATCH BY THE HOME-WARD MAILS.

A. S. WATSON & CO. LIMITED.

HONGKONG DISPENSARY. ESTABLISHED 1841.

NOTICE TO CORRESPONDENTS. Our communications relating to the news columns should be addressed to the Editor. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymous or signed communications that have already appeared in other papers will be inserted. Orders for copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PRESS—CODES: A.B.C. 5th Ed. L.I.C. P.O. Box 33. Telephone No. 12

## The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD 31. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 11th NOVEMBER, 1903

NO SURPRISE will be felt at the fact that the report of Germany's promise to Russia of active support in the Far East is doubted. The rumour may be surmised to have had its origin in St. Petersburg. It is a couple of weeks now since it was intimated in telegrams from Europe that the German Press was looking coldly on suggestions that such an agreement would be the outcome of the meeting of Kaiser and Tsar, and although the tale has been revived several times since it has never been traced to any trustworthy source. It has been semi-officially stated on many occasions that Germany has no interest in Manchuria, and is averse to taking any steps which would be likely to compromise her in the wrangling over the province. In accordance with the German interpretation of the Anglo-German agreement respecting the integrity of China, "this is a logical attitude, and what inducement Germany could have to depart from it to such an extent as to bring in sight the possibility of Germany having to go to war to support Russia it would be indeed difficult to imagine. Particularly at this time it might be thought that the statesmen of Berlin would be unwilling to embark on a line of policy distinctly threatening to Great Britain. The latest of these which we have seen is one from the pen of Professor THOMPSON MOMMSEN, the celebrated historian, jurist, and politician, who died since writing the article which appears over his name in the first number of the new *Independent Review*.

This article is headed "Ein Deutscher an die Engländer" in English "A German's Appeal to the English." This article attracted, it seems from the recent mail papers, no little attention, not only in England but also in Germany and in France. The aged professor asked why it is that the wholesome and necessary criticism which all nations exercise towards one another seems to degenerate into race hatred. He had no doubt himself that this was brought about by the late war in South Africa. The vigorous expression of German feeling, wrote MOMMSEN, could not but give offence in England, but he asked if it is too much to ask to-day that Englishmen should understand these feelings in Germany. He admitted that Germany has her national foals—"Pan-Germans" is their name in our country, he adds—who believe in a special Teutonic Adam, concentrating in his own person all the glories of the human spirit. But, MOMMSEN claims, the Germans feel themselves more nearly akin and in every respect more intimately allied to the English than to any other nations. "The English language is, after all, in its main elements Saxon; and SHAKESPEARE has been the spiritual deliverer of our country, and in fact the father of its poetry." The article continues:—

"Nor is the attitude of Germany to the 'new English Imperialism' in any way a 'hostile one.' From a large point of view, 'every increase of the weight which England asserts in the politics of the world is certainly no disadvantage for the future of Germany.' If England, by 'drawing closer the unity of her Empire,' succeeds in warding off the dangers which 'the last war in particular has disclosed,' that will not more injure our vital interests than English interests were injured by the 'conversion of the German Zollverein into the German Empire.' We may hold fast to the hope that, in the fearful crises which our civilisation will probably have to meet, England and Germany will stand together as they did once, when, at La Belle Alliance, they united to put a term to the preponderance of France."

A French comment on the above, found in the *Paris Temps*, is amusing. The writer says:—"After annexing the English language and WILLIAM SHAKESPEARE Professor MOMMSEN concludes by offering with one hand an olive branch to Mr. JOSEPH CHAMBERLAIN and by pointing with the other towards Waterloo and the French frontier." Yet the majority of thoughtful Britons must hope that MOMMSEN's wish, which he utters in the last sentence of his article, and which is therefore his last word to us, may not be incapable of realisation. "Still I hold the creed," he said, "that German and Englishman are destined to go forward hand in hand." This appeal seems to have been read with mixed feelings in Germany, many holding with the *Berlin Post* that it unduly blames Germany for Anglo-German coolness, and that its publication is 'only to be regretted by all true Germans.' The French journal *Le Matin*, on the other hand, looks on the article as a patriotic appeal addressed to the English, entreating them to forget the wounds inflicted on their amour propre by Germany during the South African war. "This new *entente cordiale* seems to have for its openly avowed object to counteract the effect of the recent Anglo-French demonstrations," says the *Matin*. Possibly this is the juster view, or rather Professor MOMMSEN probably wrote with a double object. In any case, his last word deserves to be read and thought over. It is not without a certain pathos, now that the illustrious writer is dead.

The English mail of the 10th October was delivered in London on the 7th inst.

Mr. C. Rivett Carnue, Financial Adviser to Siam was taken as far as Singapore on his way to Siam by the P. & O. s.s. *Chusan*.

Mr. W. R. D. Beckett has been gazetted as H.B.M. Consul for Bangkok and all Siam not included in the consular districts of Chingmai and Kedah.

The Russian military authorities have recently bought as much as 50,000 more (8,333 acres) of land near Moulkan for the purpose of building barracks thereon.

The following appointment has been announced at the Admiralty:—Assistant Paymaster.—B. W. G. Cook, to the *Rambler*, temporary, as acting paymaster, to date October 2.

The visitors to the City Hall Library and Museum for the week ending 8th November, were 228 non-Chinese and 98 Chinese to the former, and 73 non-Chinese and 1,905 Chinese to the latter institution.

In connection with the anti-Roman Catholic Crusade in Nippon, Chekiang, the French are said to have made the following demands from the Chinese authorities: (1) The punishment of local authorities. (2) The capture and punishment of the leader of the riot. (3) Indemnity for buildings of the mission destroyed. (4) Indemnity to families of converts killed. Another account says that there is a fifth clause "not disclosed," but believed to be the most important of all.

Captain H. J. Crocker, R.M.L.I., who has been serving on the battleship *Ocean*, is transferred to the battleship *Gloria*, for duty as intelligence officer on the China Station, in succession to Captain P. Moley, R.M.L.I., whose term of appointment expired on October 31st.

After being banished for many years to rural villages, the oil lamp for street-lighting purposes is now taking its revenge by invading such fashionable places in London as Whitehall, Place and Portman Square. The vast improvement in oil lighting which makes this possible has been brought about, says the *Sanitary Record*, through the utilisation of the incandescent mantle and the vaporising of the oil by means of a simple mechanism forming part of the lamp. The invention is American. The illumination exceeds that given by the ordinary electric arc lamp. Here is an idea for Hongkong.

Three cruisers for which the Admiralty invited tenders have been placed as follows:—One with the Fairfield Company, Glasgow; one with Armstrong, Whitworth and Co., Newcastle; and one with Vickers, Sons, and Maxim, Barrow. The cruisers will combine in their construction the armament of a battleship, and the speed of a first class cruiser. They will be the most formidable yet constructed. Their length will be 480ft., with a displacement of 13,020 tons, while their engines will show 24,000 indicated horse-power, giving a speed of 21 1/2 knots per hour.

It is reported from home that the Headmaster of the Leys School at Cambridge, who has been acting for the Committee of the English School at Shanghai, which is composed of both foreigner and Chinese, has been appointed as first headmaster. Mr. W. Sheldon Ridger, B.A. A European first assistant is likewise to be sent out, and it is expected that the school will commence work in February next. The school is fitted for over 400 boys, and has been built at a cost of £5,000. The Municipal Council has contributed a site of two acres in the northern district of the settlement. The building will be fully equipped, lighted with electric light, and the latest improvements of all descriptions.

An Associated Press despatch of the 8th ult., containing the news of the signature of the U.S.-China commercial treaty, ends as follows:—"Great satisfaction is expressed at the State Department at the outcome, as it makes certain the opening of two ports in Manchuria to the United States, no matter what the result of the negotiations for the evacuation of that country by Russia may be. The assurance that Russia has previously given, adherence to which this country would insist upon, is that the treaty arrangements made with China, covering Manchurian ports, will be binding upon the Russian Government." This statement is apparently one of those semi-official communications frequently made to the Associated Press by the State Department at Washington.

At a meeting of the Straits Settlements Association held on the 30th September, in the offices of the Tanjong Pagar Dock Company in London, Mr. Wm. Adamson, C.M.G., presiding, it was decided that the next Straits dinner should be held at the Whitehall Rooms, Hotel Metropole, on the 2nd December. It was unanimously agreed, that the guest of the evening should be the Governor of the Straits Settlements, Sir Frank Swettenham, and that a telegram inviting him should be despatched to Singapore. The following were appointed the committee to carry out the necessary arrangements for the dinner: Messrs. Wm. Adamson, C.M.G., L. Fraser, Graham Paterson, J. Henderson, S. L. Carr, and L. Huttenbach. The chairman of the evening at the dinner will be Mr. W. G. Galland.

The *Law Times* points out that some of the comments of the English Press as to the light sentence passed on Madame Humbert for her swindling career betray a very imperfect appreciation of its nature. Five years' reclusion or solitary confinement, as it is understood in France, is not only a rigorous, but a terrible penalty. The English code offers no parallel to it, and it is probably that a life sentence of penal servitude in England would be far more easily endured. The solitude of the prisoner under reclusion is all but absolute. The strictest silence is enforced. Presumably the consolations of religion, whatever they may amount to in so dreadful a situation, are not entirely withheld: otherwise the prisoner is forbidden to speak even to his guardians. Books and writing material are denied to the prisoner undergoing this terrible penalty, and—this must be almost the worst infliction of all—the most complete idleness is enforced. No employment of any description may mitigate the appalling vacancy of days, weeks, and years. Half an hour's exercise is allowed daily in a hood which covers everything except the eyes.

## RECLAMATION WORK AT KOWLOON.

That big slice of harbour lying east of the Kowloon wharves recently cut off by a sea-wall constructed by the Hongkong Land Reclamation Company, Limited, is rapidly being filled in. The railway with its small steam-engine and ballast trucks is worked hard bringing earth from the hills behind the Hungshom slaughterhouse, and also from the mound upon which the Kowloon signal-station stands. As a new Government road is being cut beneath the signal-station, the work of the Reclamation Company has the threefold effect of reclaiming land, making a new road, and levelling ground in Hungshom. A portion of the reclamation is expected to be finished in February and the remainder about a year later. The property belongs to the Hongkong Land Reclamation Company, Limited, and very valuable property it will be.

## TELEGRAMS.

### "DAILY PRESS" SERVICE.

### FATAL SINGAPORE ACCIDENT.

SINGAPORE, 10th November, 1.15 p.m.

### DEATH OF A CONSUL.

The Turkish Consul here, Atouala Bey, jumped from a runaway gharry, returning from the ceremony at Government House last night, and was killed.

### REUTER'S SERVICE.

### THE UNITED STATES AND PANAMA.

LONDON, 7th November.

Mr. John Hay (U.S. Secretary of State) has issued a statement defending the United States recognition of the independence of Panama as most strictly in accordance with justice and equity, and the only course possible in view of the fact that the right of control of the Isthmian transit was conferred by the treaty of New Granada in 1846 and had now become of transcendent importance to the United States through the acquisition of Hawaii and the Philippines. It was the failure of Colombia to ratify the Canal Treaty that caused the revolt of Panama. President Roosevelt's course was thus clear, viz., to prevent encounters calculated to impede the transit of the Isthmus and to recognise the established Government. President Roosevelt consequently advised a peaceful settlement and had notified the world that the United States would no longer allow bickerings in Panama.

### INDISPOSITION OF THE KAISER.

LONDON, 8th November.

The Kaiser has been successfully operated upon for polypos in the larynx; the polypos has been removed. The medical report emphasises the fact that the nature of the polypos is non-cancerous. The morning bulletin stated that the Kaiser had passed a satisfactory night, with temperature almost normal.

### GERMANY AND RUSSIA IN THE FAR EAST.

LONDON, 8th November.

The report that Germany has promised Russia, her active support in the Far East is doubted; it is believed that the main outcome of the conference between the Tsar and the Kaiser was the promise of German support to the Austro-Russian reform scheme for Macedonia.

### FOOTBALL.

This afternoon on the Happy Valley the Hongkong Football Club will play the Royal Engineers. Kick-off at half-past four. The following will play for the Club:—F. H. Kew, goal; H. C. Austen and E. F. Annett, backs; H. C. Gray, J. W. C. Bonnar, and J. M. F. Foster, halves; W. H. Williams, H. A. Breat, C. R. S. Cropper, J. D. Lauby, and C. Humphreys, forwards.

### DISCOVERY OF A DANGEROUS SHOAL.

Commander Vaughan Lewis, H.M.S. *Fearless*, reports having personally surveyed and sounded a dangerous shoal at the eastern entrance to Singapore Main Strait South Channel. The shoal consists of coral and lies in 1 degree 16m. 7s. North latitude and 104 degrees 23m. East longitude. It is 50 yards long in a N. N. W. direction and 30 yards broad. Least depth obtained was 3 fathoms low water springs with other pinnacles of four and five fathoms having eight to eleven fathoms in amongst them. Close around and surrounding the shoal are irregular depths of twelve, fifteen and twenty fathoms. The shoal is known as Carter shoal.

### FUNERAL OF MR. W. MCGREGOR.

At the Happy Valley yesterday evening the funeral took place of Mr. W. McGregor, overseer in the Public Works Department, whose sad death as the result of a shooting accident in the New Territory has been already reported. A large number of friends of the deceased followed his remains to the graves and the coffin was carried from the house into the cemetery by six of his colleagues on the P.W.D. staff, namely Messrs. J. Coyle, E. Dougherty, I. A. Whist, G. W. Kynoch, J. H. Barrington, and Cole. There were present the Hon. W. Chatham, Director of Public Works, Mr. P. H. Jones, Assistant D.P.W.; Chief Inspector H. G. Baker, Inspector W. L. Ford and W. G. Warcock, Sergeant Lee, Sergeant Hill, Sergeant Clark and many other members of the Police Force; Inspector A. Lawrence of the Naval Yard Police; Mr. W. M. Deas of the Kowloon Docks and many Masonic brethren. Rev. C. H. Hickling of the Union Church conducted the funeral service, and delivered a most impressive address. After the last honours had been paid to the dead, Rev. Mr. Hickling shook hands with him in his sorrow for unwittingly being the cause of his friend's death. The grave was covered with wreaths.

## BOWLING.

### CLUB GERMANIA V. CANTON.

The German Club on Monday took over a team of four bowlers to Canton and played a match on the Shamen against the Canton Club. The game was very exciting, as the home team led on the first two alleys, but some excellent bowling by the Germans at the end, coupled with a break down on the Canton side, gave the visitors from Hongkong a victory by 100 points. The Canton men intend to pay Hongkong a visit after the 12th prox. (when the Germans and the Hongkong Club meet) and play a return match. The scores were:—

CLUB GERMANIA	CANTON.
J. Wahlen ... 785	O. Becker ... 788
J. Wacker ... 722	C. Allers ... 701
A. Krombach ... 688	P. Suedhaus ... 646
A. Thiesen ... 636	E. Hug ... 596

2831 2731

It is proposed to make the match a regular institution and have a challenge shield.

### ROYAL HONGKONG GOLF CLUB.

### CAPTAIN'S CUP.

The following cards were returned for this competition from the 7th November to 9th November:—

Mr. J. Douglas ... 83 — 12 = 71	
Capt. Radford ... 86 — 15 = 71	
Mr. H. W. Slade ... 93 — 18 = 75	
Mr. K. McK. Ross ... 90 — 14 = 76	
Mr. A. C. Butt ... 95 — 18 = 77	
Mr. W. J. Saunders ... 94 — 15 = 79	
Mr. E. J. Grist ... 84 — 3 = 81	
Mr. E. V. D. Parr ... 96 — 15 = 81	
Mr. A. J. Williams ... 96 — 15 = 81	
Mr. C. E. H. Reavis ... 82 — 10 = 82	
Mr. N. J. Stabb ... 97 — 14 = 83	
Mr. J. Rodgers ... 101 — 16 = 85	
Dr. Urow ... 99 — 10 = 89	

There were 20 entries for the Pool, with the following result:—

Mr. Douglas ... 83 — 12 = 71 1/2	
Capt. Radford ... 86 — 15 = 71 1/2	

### THE GOVERNOR OF KWANGTUNG.

H. E. Cheung Yau Chan, the new Governor-General of Kwangtung, arrived here yesterday morning at half-past seven in the China Merchants' s.s. *Hsin Fung* and boarded a Chinese gunboat for passage to Canton. The staff accompanying H. E. numbers seventy, twenty-six of whom were cabin passengers. Dock passengers aboard the *Hsin Fung* altogether tallied 100. Two gunboats came down from Canton on Saturday, and another on Sunday to await the arrival of H. E. and escort him to Canton. They were the *Kwang Hing*, Capt. Hoo Sai Chong, the *Shin Hing*, Capt. Lin Chiao Chuen, and the *Kwang Kam*, Capt. Bok Sit Ching.

### BAD GAS.

A correspondent sends as the following cutting from a well known home paper with the remark, "I think it would be well to quote giving a broad hint to one local Gas Company re their present supply of bad gas:—

INFERIOR GAS.—At Bow Street Police Court on Monday, the Gas Light and Coke Company were summoned for supplying gas of less illuminating power than sixteen candle-power. Mr. Jesse W. Godfrey, who supported the summons on behalf of the London County Council, said the gas was tested on July 27 last, at the testing-station, Spring Gardens, and it was found to be of only 15.42 candle-power. The company appealed to the Chief Gas Examiner, but they had since withdrawn that appeal. A Representative of the company said they would plead "Guilty" to the summons, and the Magistrate imposed a fine of 40s. and £2 4s. costs.

### LATEST STEAMER MOVEMENTS.

The M.M. steamer *Armenia Bekie*, with the next French mail, left Singapore on the 9th inst., at midnight, for this port via Saigon. The P.M. steamer *Siberia*, with mails, &c., from San Francisco to the 23rd ult., via Honolulu, has arrived at Yokohama on the 9th inst., two days ahead. She sails again from Nagasaki direct to Manila on the 13th inst. The C.P.R. steamer *Athena* arrived at Nagasaki at 4 p.m. on the 9th inst., and left again at midnight, same day for Kobe, where she is due to arrive at 9 a.m. on the 11th inst. The silk ex. C.P.R. steamer *Tartar*, from Hongkong on the 7th ult., arrived in New York on the 8th inst. The Indo-China steamer *Laitang* left Calcutta for this port, via the Straits, on the 7th inst., and may be expected here on the 23rd inst. The C.N. steamer *Changsha*, from Australian ports, was delayed in Manila on account of bad weather, but left there on the 9th inst., and is expected here to-morrow p.m. The C.N. steamer *Hupei*, from Cebu and Hilo, left Hilo for this port on the 9th inst., and is expected here on the 13th inst. The N.Y.K. steamer *Kanagawa Maru* (European Line) left Shanghai for this port on the 8th inst., and is expected here to-morrow a.m.

### WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

The barometer has risen over China and the Philippines, fallen again in Japan. The depression in the Pacific has continued to move slowly Northwards and seems to be now lying a little to the Eastward of the Balaingang Channel.

Another depression appears to be passing from the continent into the NE. part of the Sea of Japan.

A high pressure area lies over Central China, N. and NE. gales in the Formosa Channel, and NE. part of the China Sea.

Forecast:—Strong S. winds; fine.

## HONGKONG LETTERS VIA THE SIBERIAN ROUTE.

On enquiry yesterday morning at the Post Office, we were courteously furnished with the following information regarding the sending of Hongkong letters via the Siberian route.

The Hongkong Post Office, after hearing that the British Postal authorities had agreed to the Siberian Railway's terms for sending mails to and from the East by the overland route, wired to ask if letters could be sent with penny (4 cents) postage and received an affirmative reply. Evidently, therefore, letters can be sent from England to Hongkong via Siberia with a penny stamp, and a 2d stamp, as has been reported, is not necessary.

The terms of the Siberian Railway are 15 francs per kilogram. The British Postal authorities would not agree to this rate at first but in the end gave in, accepting the offer provisionally till after the International Postal Conference at Rome next year when some more satisfactory arrangement may be arrived at.

In a kilogram, roughly, there are 100 letters at 4 cents per letter; therefore the Post Office receives 84 per kilo., and 84, roughly, is the equivalent of 10 francs. As it costs the Post Office 19 francs per kilogram (15 to Siberian Railway, 2 francs to Germany, and 2 francs to France), they are at a dead loss of roughly 9 francs per kilogram. Letters are sent via Brindisi for 13 francs per kilo., or, roughly, at a loss of 3 francs. Italy charges 1.70 francs, France 2 francs, and the shipping companies the remainder.

About five days are saved by sending letters via Siberia, or in other words letters take only 23 days in transit as against 28 days when sent by sea. Thirteen days of this are occupied by the railway part of the journey in Russia alone. On the mail arriving at Moscow, the bags are forwarded by the German-Farist mail-train. When saying that it takes 25 days to send a letter by the sea route, it is meant that 28 days is the usual time—the last P. & O. mail took roughly 28 days—but as a matter of fact it is claimed that it can be done in 26 days. No doubt it can, but it never is; often, indeed, the mail takes 29 days. A gentleman in the Russo-Chinese Bank has received a letter from Paris via Siberia in 23 days. The Russian railway authorities are taking measures to accelerate the service.

On account of the great expense of sending mail bags via Siberia, the Post Office has decided not to accept anything for that route except fully paid letters. Newspapers and samples will only be sent by sea, and letters requiring to be taxed on account of their being unsufficiently stamped will also be sent only by the sea route.

Mail bags via Siberia will be close sealed and in no way tampered with by the Russian authorities. As it will take about three days less for letters posted at Shanghai to reach England than those posted at Hongkong, that port recently, three days more distant from England than Hongkong is now the reverse.

## SUPREME COURT.

Tuesday, 10th November.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR A. G. WISE (PUNISH JUDGE).

### PARTY WALL DISPUTE.

Wong U Kai, owner of 71, Jervois Street, sued Wong Choi Lam, owner of 69, Jervois Street, for \$338.12, being half the cost of rebuilding the party wall between these two houses. Mr. G. K. Hall Brutton, solicitor, appeared for the plaintiff, and Mr. F. X. d'Almeida Castro, solicitor, for the defendant.

Mr. Hall Brutton in opening the case said that the party wall had been pulled down and rebuilt, and an agreement was entered into between the plaintiff and the defendant that each should pay one-half of the cost of the work. Plaintiff had written to defendant for payment of his share, whereupon defendant replied that he had already paid his share to the contractor.

His Lordship asked if Mr. d'Almeida admitted any agreement? Mr. d'Almeida said his client averred he did not know the plaintiff, and had never seen him. He agreed with the contractor to get the work done for \$600; and it had been done and paid for.

Evidence was called. Mr. E. M. Hazeland deposed that he was the architect in connection with the pulling down and rebuilding of 71, Jervois Street. The wall between 69 and 71 was a party wall. The total cost according to his estimate was \$1,993.44. He did not know personally of any agreement being come to between plaintiff (his client) and the defendant with regard to the payment of the cost of the work.

Wong U Kai, the plaintiff, said the contractor with whom he bargained was Fung Yung, of the Sing Kee shop. He left the agreement about the defendant paying half the cost of rebuilding the party wall to Wong Lai Shan, of Mr. Hazeland's office. When the work was completed he paid the contractor in full. Later a letter was written to the defendant asking for payment of half the cost, and an answer was received that the defendant's proposition had been paid to No. 71, Jervois Street. Witness was the owner of No. 71, Jervois Street, and neither he nor anyone on his behalf had received this money.

Cross-examined—The house No. 71, Jervois Street was burned down and was rebuilt by the insurance company. It was insured for \$3,000 and was rebuilt for \$5,000. After he gave instructions to Mr. Hazeland for the rebuild-



ing of the house he met defendant and told him he had to pay half the cost of the party wall, but defendant said plaintiff would have to pay for the whole length. Later on the wall was blown down by a typhoon and defendant then agreed to pay half.

Wong Lai Shan stated that in the beginning of August, after the wall had been blown down, defendant agreed with him to pay half the cost of rebuilding.

Cross-examined—In the work of rebuilding he recognised that he was dealing with the contracting firm of Sing Kee, but Fung Yung was the only man of the firm who attended to the work.

Mr. d'Almeida in opening the case for defendant said there had been no agreement entered into between the parties. Fung Yung came to the defendant and asked to get the contract for the work of rebuilding his part of the wall. The price agreed upon was \$800. When the work had been completed his client paid the money to the two partners of the Sing Kee firm, Li Chan and Li Chun Lup.

Wong Chai Lam, the defendant, said he did not know the plaintiff, and had never agreed with him to pay half the cost of rebuilding this wall. The wall of his house No. 69 was never blown down. Fung Yung was master of the Sing Kee firm; he bargained with him to do his share of the rebuilding of the wall for \$800. The money was paid into another firm on behalf of the Sing Kee firm, as the Sing Kee was closed at the end of the year. Li Chan and Li Chun-Lup of the Sing Kee were present when this took place.

After hearing further evidence of a somewhat conflicting nature.

His Lordship gave judgment for the plaintiff with costs.

The Court adjourned.

## POLICE COURT.

Tuesday, 10th November.

BEFORE MR. T. SERCOMBE SMITH  
(Police Magistrate).

### THE WILD BILL MURDER.

Chun Shing was charged on remand with being implicated in the murder of a Chinaman at Wild Bill on 10th May.

Frank Browne, Government Analyst, deposed that on 13th May he received a knife-blade and handle which he examined. He found blood on the blade. The tests showed that the blood was probably not more than a fortnight old. He could not say what kind of blood it was. He also produced a piece of paper, in which the blade and handle were sent to him; there were no marks on them.

Yip Sin, watchman at the Government store at Wanchai about the gas-works, stated that in the evening of the day in question about 8.30 he heard a woman's voice crying "Save life." The sounds came from the main road above the gas-works. He walked up by a small pathway, and discovered a woman lying there and spoke to her, but she did not answer. She said something about her husband. Then an European, Mr. White, arrived, and on being told to go down for the ambulance witness did so.

Mr. Henry J. B. White, overseer of cemeteries, and owner of St. John's Cathedral, said he lived at Wild Bill near the gas-works at East Point. He deposed that on the date in question about 8.30 p.m. he was on the verandah reading when he heard a noise of gunfiring from the road at the back of his house. Then he heard piercing screams. He at once got up and ran as quickly as he could to the road and saw a Chinawoman lying down just at the end of the path that he went up. He saw no one else near. He attended to the woman and found she was dangerously wounded and in a state of collapse. Yip Sin, a Government watchman, was there just before he arrived. He then sent the watchman to No. 2 police station. An ambulance was got and she was taken to the station and handed over to Sergeant Macdonald.

Sergeant Macdonald stated in evidence that at 8.50 p.m. on the 10th he was on duty at No. 2 police station, Wanchai. It was reported to him that Mr. White wanted an ambulance for a Chinawoman. He ordered the ambulance to be sent. It brought back a Chinawoman whom he found to be suffering from stabwounds on the abdomen, left breast, left arm and left forearm. She was unable to speak. He sent the woman to hospital. Then he forwarded information to Nos. 1 and 3 police stations to send out all available constables to keep a lookout. He afterwards visited the scene of the affair along with Mr. White but found nothing. Inspector Collett returned to the station at 9.55 and witness accompanied him to the place where the body had been discovered. Witness found a knife-blade about 49 inches from where there were traces of blood on the ground; 8 feet 6 inches farther away he found the knife-handle and still farther a piece of paper which had been used as a bandage. These he handed over to the Government Analyst on the 13th. On the 11th at the Government Civil Hospital he saw the dead body of the woman and was present when it was photographed.

P. C. Brown gave evidence about accompanying the injured woman to the hospital.

Dr. E. A. R. Lang described the wounds from which the woman was suffering when she was admitted to hospital and stated that death was due to shock and hemorrhage.

The case was adjourned till next Monday.

### PICKING A SAILOR'S POCKET.

Cheng Tui, a billiard-boy, employed at the Soldiers' Club, appeared before His Worship yesterday on the charge of picking the pocket of Samuel William Bell, a stoker on board H.M.S. *Blenheim*, on Sunday evening in the club rooms.

The case for the prosecution was as follows:—On Sunday evening, about 7 p.m., the complainant left his vessel and, coming ashore,

went to the Soldiers' Club—and ordered a meal. At the time he had in his pocket \$11.25 in silver. While waiting for the meal he fell asleep. He was paid 60 cents in advance for his meal, and when he was about to leave he found his money, with the exception of 30 cents, had been taken out of his pocket. He felt it there when he sat down just before falling asleep. There was no one in the room when he discovered his loss, and the manager was out, so he went straight on board without mentioning his loss to anyone. He returned to the Club on Monday to make enquiries, and found that the theft had been discovered, and that the manager had gone to the police station with three boys. He waited until the manager returned, when the latter told him that the police wanted him at the station, and he went there and laid the charge. The accused was in the dining-room when he ordered his meal.

Sing Wa, a bar-boy in the Soldiers' Club, deposed that he saw the complainant asleep on the bench in front of the table and the accused also standing near. He saw accused go up to the complainant, put his hand in his pocket, and take some money out. He saw money in his hand, the accused's hand. Accused did not take the money from anywhere else; he did not pick it up from the floor. It was the pocket on the left breast of the complainant's jacket he took the money from. He did not raise an alarm then, as the manager was out, and there were only two or three boys in the place at the time. This took place between 7.30 p.m. and 8 o'clock on Sunday. He told the manager about 9 p.m. The sailor had then gone away.

Chang Wo, a small boy employed in the club, deposed that about 8 p.m. that night the accused gave him \$2 as a present. He did not know why the accused gave him the present. He had never done so before, but he did not think it an extraordinary thing. He did not ask accused why he gave him \$2 as a present, as he was only a little boy. His age was 15.

The manager of the Soldiers' Club, called on behalf of the prosecution, deposed that on his return to the club shortly after 6 p.m. on Monday night, the complainant of the club told him that one of the boys of the club had stolen some money out of a sailor's pocket. He called up the three boys whose duties were in the dining-room, when the first witness told him accused had picked the pocket of a sailor, and stolen some money. He then took the three boys to No. 2 Police Station. On his return to the club he found the complainant had just come in, and he told him to go to the station to lay the charge. The accused first denied all knowledge of the affair, but afterwards produced the packet of money wrapped up in paper, which was produced in Court and shown him.

Asked if he had anything to say, the accused stated that everybody was against him. He picked up the money from the floor. He did not know why he did not give the money to the manager of the club. He gave Chang Wo, the second witness, \$2 because the latter said he had some money, and asked him for \$2, so he gave it.

His Worship held that there was no doubt whatever of the guilt of the accused, and sentenced him to 6 weeks' hard labour, with 4 hours in the stocks.

### THE NEW TERRITORY SHOOTING CASE.

Sergeant J. Lee of the Police Force was brought up on a charge of manslaughter in connection with the death of Mr. W. McGregor of the Public Works Department when out on a shooting excursion in the New Territory, under the painful circumstances that we have already recorded.

He pleaded not guilty.

Inspector J. Gould deposed that at 1.30 p.m. that day, by direction of the C.S.P., he placed the defendant under arrest and charged him with the manslaughter of William McGregor.

No other evidence was taken.

His Worship—Do you wish bail?

Defendant—If you please, your Worship.

His Worship ordered the defendant to be bound over under his own recognisances and to find two securities for \$50 each.

The case was remanded until Thursday next at 2.45 p.m.

### BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

THE GRIFFITHS' VESPERY CASE.

Remanded from Friday last, accused was brought up before His Worship on the charge of having committed perjury, under circumstances which have been already reported.

Mr. Grist, of Messrs. Wilkenson and Grist, appeared for the defence. Sergeant Wright, sworn, deposed that at about 2.15 a.m. on the 13th ult. defendant went with first witness to the charge-room at the Central Station, and said he wished to charge the latter with stealing 35 fathoms of rope. He said the rope was too heavy to bring up and went to call some coiliers to carry it up. He also charged the first witness with stealing some other articles which were not produced at the time of making the charge. He told the witness to bring up the things to the Court next morning. He could see the defendant had been drinking. He was retaining the defendant to know what he was doing. There was nothing in his speech to make one think he was drunk. He, witness, was in court during part of the hearing of the case next morning. He did not remember hearing the defendant's evidence either at the hearing or re-hearing of the case.

Cross-examined by Mr. Grist witness stated that while he, Griffiths, had had a glass or two he was able to talk sensibly. He could not say that he was under the influence of liquor, or that liquor had any influence over his conduct. He smelt of drink.

Mohammed Ose, solemnly affirmed, said he was an interpreter at the Magistrate's. He remembered the case in which the first witness was charged with larceny by the defendant. The charge was larceny of rope. He did not remember the date of the case, but it was some time last month. He remembered the defendant being a witness in that case. He remembered administering the oath to him. He could not remember all his statements, but he remembered that he stated that he found the rope in the boat. He saw two pieces of rope produced. Could not remember how many pieces the defendant said there were. The defendant said he found the rope hidden in the boat, but he could not remember where. He did not remember anything being said about three cement bags. The ropes were just outside the door of the court at the hearing of the case, and the defendant could see them by turning round from the witness box. The large coil was on top, and the small one at the bottom. At the re-hearing the defendant was recalled in evidence, and he was then warned that he was still under oath. Both pieces of rope were produced at the re-hearing.

As the defendant charged the witness with stealing 35 fathoms of rope His Worship requested that the rope be measured, which was done.

The defendant, continued the witness, was asked at that hearing if he was sober. There was some discussion as to the admissibility of the last deposition in evidence, the law requiring the evidence of two independent witnesses to the evidence given by one accused of perjury. His Worship said he would consider the points and adjourned the case until Thursday next.

## SHIPPING NOTES.

Mr. Chi Wo's s.s. *Sciff*, recent bailing from Hongkong, has been sold to another Chinese gentleman and is now under the French flag. She was sold in Hongkong and went to Kwanchau under no flag, not having cleared at the Harbour office. On her return she was flying the tricolor.

The s.s. *Rajaburi* arrived here from Bangkok on Monday afternoon with 230 tons of tinbar and 1,650 tons of general cargo consigned to Messrs. Butterfield & Swire. They had also a mail for Hongkong and 22 deck passengers. Three thousand tons of sugar consigned to Messrs. Jobson & Co. arrived here yesterday from Samarang per the s.s. *Morie Jobson*. There were three passengers aboard.

The s.s. *Stora Noradick* arrived here from Shanghai on Monday afternoon with cable for the Telegraph Company.

Mr. A. E. Mart's s.s. *Hue*, Captain Goodenough, arrived here from Haiphong and Kwanchau on Monday with 50 tons of general cargo and 38 passengers.

The s.s. *Thompson*, Captain Selby, arrived here from Newchwang and Chefoo on Monday with a Hongkong mail aboard. Her cargo for this port consisted of 1,000 of general consigned to Messrs. Jardine, Matheson & Co.

The s.s. *Apur*, Captain Gregory, arrived from Calcutta on Monday with 2,100 tons of cargo for Hongkong. She had a mail, 367 native passengers, and seven European passengers aboard. Captain J. G. Offert reports fine weather.

The s.s. *Benbow*, Captain Webster, arrived here from Leith via the Suez Canal on Monday. She brought a mail, and 45 deck passengers up from Singapore. She had 600 tons of cargo for Hongkong consigned to Messrs. Gibb, Livingston & Co.

The s.s. *Tanaka*, Capt. Edmondson, arrived here from Yokohama (ist inst.) and Foochow (8th inst.) yesterday morning. She had 1,000 tons of general cargo, consigned to Messrs. B. Butterfield & Swire.

The s.s. *Kichimaru*, Capt. McDowell, arrived here from Yokohama (6th inst.) and Foochow (8th inst.) with a mail on Monday. 100 tons of sulphuric acid were stowed on deck.

Two hundred tons of general cargo for Mienao were shipped in the British steamer *Pak Kong*, 350 Chinese passengers also left by that vessel. The river steamer *Chun On* is on her way from Hongkong to Wuchow with 150 tons of general cargo.

The German s.s. *Holstein* is bound from Hongkong to Folow with 4,000 cases of kerosene oil, and 40 Chinese passengers.

The British s.s. *Hawana* is bound from Hongkong to Swatow with 500 tons of general cargo and 250 passengers.

The French mail river s.s. *Saa Cheong*, Captain Murphy, is taking 200 tons of general cargo and 300 Chinese passengers to Canton this trip.

The Chinese s.s. *Kwang Tai*, Captain Lunt, is bound for Shanghai with 600 tons of general cargo and 80 Chinese passengers.

The s.s. *Ningpo*, Captain Boyd, is bound from Hongkong to Shanghai with 1,500 tons of general cargo.

The German s.s. *Shantung*, is bound from Hongkong to Singapore with 1,000 tons of general cargo.

Messrs. Jardine, Matheson & Co.'s s.s. *Hop Sang* is bound from Hongkong to Moji in ballast for a cargo of coal. There is one Japanese passenger aboard.

The s.s. *Wing Chai*, 548 tons, takes 300 tons of general cargo and 300 Chinese passengers to Macao this trip.

The s.s. *Tungshing*, Captain Selby, is bound up river to Canton with a general cargo.

## THE EMPRESS OF INDIA'S COLLISION CASE.

In H.B. Majesty's Supreme Court (in Admiralty) at Shanghai, on the 6th November, the case came on before His Honour Sir Hiram Shaw Wilkenson, Chief Justice, and Commander Moore, 1st N. H.M.S. *Stevens* Naval Assessor, the Imperial Chinese Governor, the owners of the cruiser *Wong Tai*, the owners of the steamer *Empress of India*, Mr. A. S. P. White Cooper, for the plaintiffs, and Mr. E. H. Sharp, K.C., of Hongkong, and Mr. W. A. C. Platt for the defendant company.

Mr. White Cooper handed in an Admiralty chart of the coast of China near to Hongkong, and in reply to the court counsel said that he proposed to leave the Court to mark thereon the position of the wreck.

His Lordship granted leave to counsel to correct two clerical errors in paragraph 4 of the petition. Mr. Sharp offering no objection, Mr. White Cooper then read the following petition:

The petition of the plaintiffs shows as follows:—

1.—Plaintiffs are the owners of the cruiser *Wong Tai* of 220 tons register, which at the time of the event hereafter referred to was on a voyage from Shanghai to Hongkong and Canton, and was crewed by 178 hands all told, and carrying in addition to her proper armament and munitions of war for the Imperial Military forces in Canton and six passengers.

2.—Defendants are the owners of the British steamship *Empress of India*.

3.—The *Wong Tai* left Shanghai on the 3th August 1903, at about 12.15 a.m., anchored at Guttsai the first night, and next morning at 5 o'clock started again. Anchored again at Pa Yan Island on the 15th August 1903 at 7 p.m. and left on the 16th August 1903 at 7.30 a.m. and started for Hongkong.

4.—At 10.38 p.m. on the 17th August 1903, sighted the Cape of Good Hope light, and at 10.54 sighted Breaker Point light proceeding at the rate of about nine knots. The *Wong Tai* had her regulation lights properly fixed and burning brightly and a good lookout was being kept on board of her. The weather was dark but clear. The course was west by south 3 south, which would take the cruiser straight to Pedro Blanco Island. At about 10.45 p.m. the lights of a steamer stern were sighted at a distance of about 8 or 9 miles. Those on watch saw the two masted lights in a direct line.

5.—The *Empress of India* was seen rapidly overtaking the cruiser *Wong Tai*, and the *Wong Tai* kept her course without alteration until after the collision occurred. The *Empress of India* did not alter her course or speed, but came straight on crashing the *Wong Tai*, striking the *Wong Tai* on the port quarter with her starboard bow and grazed along the side of the cruiser smashing her bows.

Immediately after the collision the helm on the cruiser was put hard a port and the engines were stopped. The *Wong Tai* then sheered off to starboard and the *Empress of India* to port striking the cruiser with her starboard propeller and inflicting injuries to her which caused her to sink in about two hours time after the collision, off Breaker Point position bearing S. 82° Mag., distance 15 miles. The collision occurred at about 11.50 p.m.

6.—After the collision the *Empress of India* stopped at a distance of about two miles from the cruiser and stood by to render assistance.

7.—The cruiser blew her whistle for assistance and the *Empress* sent a boat and subsequently two large boats in which and in the boats of the cruiser 166 out of the officers and crew and five of the passengers were saved.

8.—The pumps of the cruiser were set to work immediately after the collision, but the water gained on them rapidly, and at about 1.50 a.m. on the morning of the 18th August 1903 she heeled over and then sank by the stern carrying down with her Commander Chou Fung Yee, the 4th engineer, seven able-bodied seamen, two boys and one stoker and one passenger.

9.—A good lookout was kept on board the *Empress* previous to the collision.

Plaintiffs therefore pray,

1.—That the plaintiffs have judgment against the defendants for the damage occasioned to them by reason of the collision and for costs.

2.—That the bill given by the defendants be in such damages and costs.

3.—That the amount of such damages may be referred to the Registrar for his report.

4.—That the plaintiffs may have such further or other relief as the nature of the case shall require.

Defendants to this petition are the Canadian Pacific Railway and Steamship Company.

ANSWER.

In answer to said petition the defendants say as follows:—

1.—The defendants are the Canadian Pacific Railway Company whereof the head office is at Montreal in the Dominion of Canada. The defendants are the owners of the *Wong Tai*, registered in London of 600 tons gross burden, and a d. authorised by the Commissioners of the Admiralty for service as an armed cruiser. At the time of the events hereinafter mentioned she was on a voyage from Wosung to Hongkong, manned by a crew 223 hands all told.

2.—On Monday, 17th August 1903, at about 9.45 p.m. the *Empress of India* had just passed the Lamock Islands. The night was dark, the weather was fine, the wind was light; the *Empress of India* proceeded at a speed of about 14 knots an hour through the water; her navigation lights were duly exhibited and burning brightly and a good lookout was being kept. In these circumstances, those on board observed at a distance ahead of about 8 miles a white light which proved to be the stern light of the *Wong Tai*.

3.—As the *Empress of India* proceeded, the white light gradually opened out on her starboard bow, until as she was about to pass the *Wong Tai* the white light suddenly began to close in and the *Wong Tai* was observed to be turning to port across the course of the *Empress of India*. Immediately thereafter the *Wong Tai*'s red light appeared and she continued to swing round with great rapidity her port bow struck the starboard side of the *Empress of India* near the break of the fore-castle.

When the *Empress of India* was heading in a direction divergent from the course of the *Wong Tai*, and if she had kept her course and speed the *Empress of India* would have passed her in ample safety at a distance away of a quarter of a mile, or thereabouts. The collision occurred about 15 miles E. by S. of Breaker Point at about 11.50 p.m.

4.—The *Empress of India* took all proper measures to avoid the collision and to minimise the force and effect of the impact, and to render assistance to the *Wong Tai* afterwards. Immediately when risk arose through the *Wong Tai* changing her course as aforesaid, the *Empress of India*'s helm was put hard a starboard and her port engine was reversed full speed, and these on board her, perceiving that collision could only then be avoided by the *Wong Tai* porting, repeatedly hailed her so to do. After the collision the *Empress of India* stood by to assist the *Wong Tai* until she sank at two (2) next morning, and the *Empress of India* remained at the scene of the collision for some hours afterwards.

5.—To those on board the *Empress of India* it seemed that the *Wong Tai* must have negligently failed to observe, until close thereto, a junk which was on her port bow, and that these on board the *Wong Tai* must have lost all presence of mind. The junk was not in the *Wong Tai*'s way and if she changed her course for the junk, as was unnecessary, she ought to have ported instead of starboarding.

6.—A good lookout was not kept on the *Wong Tai*.

7.—The *Wong Tai*, though the overtaken vessel, neglected to keep her course.

8.—The *Wong Tai* improperly starboarded her helm.

9.—The *Wong Tai* having starboarded her helm as aforesaid, improperly persisted in swinging around to port, though such action rendered the collision certain, and though the collision would have been avoided by the *Wong Tai* porting.

10.—The *Wong Tai* improperly attempted to cross ahead of the *Empress of India*.

11.—The *Wong Tai* gave no whistle or signal or warning of any kind to the *Empress of India* to indicate the said change of course.

12.—Both before and after the collision the *Wong Tai* was navigated in a reckless and improper manner.

13.—Those on board the *Wong Tai* neglected to comply with the established practice of seamanship and violated the principles of the general maritime law, and particularly of articles 21 and 22 of the "Regulations for Preventing Collisions at Sea."

14.—By reason of the collision damage was suffered by the defendants to an amount exceeding \$50,000.

15.—The collision was not caused or contributed to by any improper conduct on the part of the defendants or their servants; was solely occasioned by the negligent navigation of the *Wong Tai* as herein before shown.

16.—In any event the defendants deny liability in respect of the alleged loss of life on board the *Wong Tai*.

17.—Save as aforesaid the defendants deny all the allegations contained in the petition.

The Registrar of the Court then read the Preliminary Acts of the two ships.

His Lordship asked whether the course W. by S. 8° S. mentioned in the petition was magnetic.

Mr. White Cooper said it was magnetic and the difference between magnetic and true course was half a point.

After some further discussion, Mr. Sharp said that in answer to the Preliminary Act the course was true. He did not object to his friend amending the Preliminary Act by inserting the word true.

Mr. White Cooper, in opening the case said the question they had then to consider was whether the owners of the *Empress of India* were responsible for the unfortunate collision, which resulted in 13 lives being lost. He produced a model of the *Empress of India* to show her build, etc., she was a composite cruiser built at the Foochow Arsenal and

The Petitioner—Macniven & Cameron, Limited deservs A NATIONAL MEMORIAL for their excellent inventions.—*The Dock Chronicle*. THE WAVELRY PEN. THE PICKWICK PEN. THE OWL PEN.

Sold at all Stationers. Waverley Works—2 Edinburgh.

2313-13

## 75° AT MID-DAY!

YOU CAN NOW ENJOY DOING YOUR OWN DEVELOPING COMFORTABLY IN BROAD DAYLIGHT BY USING A KODAK DAYLIGHT DEVELOPING MACHINE WITHOUT DARK ROOM.

## XMAS AND NEW YEAR CARDS.

FOR DESPATCH BY THE HOMEWARD MAIL.

DESCRIPTIVE PAMPHLETS FROM

ACHEE & CO., PHOTO GOODS DEALERS.

Hongkong, 7th November, 1903.

DR. NEWELL WILSON,

DENTIST.

Latest American methods.

Reasonable prices.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31, QUEEN'S ROAD CENTRAL

(First Floor Watkins Building).

Hongkong, 6th November, 1903. [2341]

SIEN TING.

SURGEON DENTIST.

No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st March, 1903. [2343]

THE AMERICAN SYSTEM

DENTISTRY.

DR. M. H. CHAUN,

27, DES VOUX ROAD CENTRAL HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 10th March, 1903. [2349]

ROYAL AERATED WATERS

MANUFACTORY.

Factory & Office—West Point; Telephone 397

Dépot—Ice House Street; Telephone 374.

That's where you can get very best drinks, it says.

And that's where your orders should be placed. If you will try to join our race, Surely you will find the truth with smile.











## SHIPPING.

**ARRIVALS.**  
Nov. 9, RAJAURI, German str., 1,189, G. Weidig, Bangkok 1st Nov., Teakwood—BUTTERFIELD & SWIRE.  
Nov. 10, BANGA, British str., 3,784, J. B. Ferguson, Kobe and Moji 5th Nov., Coal—P. & O. S. N. Co.  
Nov. 10, BORNEO, German str., 2,168, E. Mable, Sandakan 4th Nov., Timber and General—MELCHERS & CO.  
Nov. 10, EUROPE, British str., 1,462, Staff, Aroe Bay 30th Oct., Bulk Oil—MEYER & CO.  
Nov. 10, HAILONG, British str., 781, Brana, Swatow 10th November, General—DOUGLAS LARSEN & CO.  
Nov. 10, HAIN FUNG, Chinese str., 1,385, McKinnon, Shanghai 7th Nov., General—CHINSEE  
Nov. 10, MARIE JENSON, German str., 1,771, Mayer, Samarang 30th October, Sugar—JENSON & CO.  
Nov. 10, TANTALUS, British str., 2,291, J. E. Edmondson, Foochow 8th Nov., General—BUTTERFIELD & SWIRE.

## CLEARANCES

At THE HARBOR MASTER'S OFFICE.  
10th November.  
Hain Fung, Chinese str., for Canton.  
Ningpo, British str., for Shanghai.  
Shanghai, German str., for Singapore.  
Tantulus, British str., for Singapore.

## DEPARTURES

9th November.  
CHOWTAL, German str., for Bangkok.  
10th November.  
DALIN MARU, Japanese str., for Tamsui.  
HAIKUN, British str., for Tamsui.  
HOLSTEIN, German str., for Shanghai.  
HONGKONG, British str., for Moji.  
KAWASAKI, Chinese str., for Shanghai.  
KAWASAKI, German str., for Canton.  
PROGRESS, German str., for Swatow.  
TENGSHING, British str., for Canton.

## VESSELS IN DOCK

10th November.  
ARRIVED DOCK.—  
H. W. on Dock—Lilloboon, Chuen Tiao.  
Taitai, H.M.S. Alacrity, Taitai.  
HONGKONG DOCK.—  
Salamanca, Loosch, Hongkong.

## WEATHER REPORTS.

The s.s. Rajauri from Bangkok (9th inst.) reports strong N.E. monsoon.  
The s.s. Hailong from Swatow (10th inst.) reports no wind to strong northerly winds and moderate sea.  
The s.s. Hain Fung from Shanghai (10th inst.) reports strong N.E. wind and fine weather throughout.  
The s.s. Dorneo from Sandakan (10th inst.) reports very high sea, heavy rain squalls from N. and N.E.  
The s.s. Bana from Moji (10th inst.) reports strong monsoon to turn about; from thence to port fresh to moderate monsoon and overcast, cloudy weather.

## VESSELS PASSED ANKER

Oct. 21, Dutch str., Gede, Engelsman, Oct. 21, from Batavia for Rotterdam.  
Oct. 23, German str., Meissen, Mageritz, from Tientsin for Cherbourg.  
Oct. 23, British str., Yama, Sanders, from East.  
Oct. 23, Dutch str., Sindoro, Guthrie, from Rotterdam for Batavia.

## VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FOR SINGAPORE, PENANG AND CALCUTTA.  
THE Company's Steamship  
"NAMSANG,"  
Captain Geo. Payne, will be despatched as above TO-DAY, the 11th inst., at Noon.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers.  
Hongkong, 4th November, 1903. [3068]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FOR MANILA.  
THE Company's Steamship  
"LOONGSANG,"  
Captain G. S. Weigall, will be despatched as above ON FRIDAY, the 13th inst., at 4 P.M.  
This steamer has superior accommodation for First-class Passengers and is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers.  
Hongkong, 10th November, 1903. [3106]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY  
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.  
THE Steamship  
"MALTA,"  
Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 21st NOVEMBER, at Noon, taking passengers and cargo for the above ports.  
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed via Bombay.  
Passes will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.  
For further particulars, apply to  
E. A. HEWITT,  
Superintendent.  
Hongkong, 11th November, 1903. [1]

REGULAR STEAMSHIP SERVICE TO NEW YORK  
VIA PORTS AND SUEZ CANAL  
WITH LIBERTY CO. CALL AT PHILIPPINE PORTS.  
PROPOSED SAILINGS FROM HONGKONG.  
1903.  
"RICHMOND CASTLE" ... 10th Nov.  
"ORONO" ... 18th Nov.  
"ORO" ... 1st Dec.  
"LOWTHER CASTLE" ... 12th Dec.  
"SIKH" ... 22nd Dec.  
For Freight and further information, apply to  
DODWELL & CO., LTD.,  
Agents.  
Hongkong, 27th October, 1903. [1125]

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, &c.	SHANGHAI	Brit. str.	A. Thompson	P. & O. S. N. Co.	About 13th inst.
LONDON, &c., VIA PORTS OF CALL	MAITA	Brit. str.	O. L. Daniel	P. & O. S. N. Co.	24th inst., at Noon
LONDON & ANTWERP	POLYPHEMUS	Brit. str.	J. MacKenzie	BUTTERFIELD & SWIRE	24th inst.
LONDON & ANTWERP	GLINSHIEL	Brit. str.	J. MacKenzie	BUTTERFIELD & SWIRE	27th inst.
LIVERPOOL	ACHILLE	Ger. str.	Wagner	BUTTERFIELD & SWIRE	15th Dec.
ANTWERP & HAMBURG	KANAGAWA M.	Jap. str.	Veron	HAMBURG-AMERIKA LINIE	To-morrow
MARSEILLES, LONDON &c., v. S'PORE, &c.	SAID MARU	Jap. str.	S. J. G. Parsons	NIPPON YUSEN KAISHA	17th inst., at 1 P.M.
MARSEILLES, LONDON &c., v. S'PORE, &c.	HYSON	Brit. str.	E. Frohn	BUTTERFIELD & SWIRE	20th inst.
MARSEILLES, LONDON &c., v. S'PORE, &c.	PROMETHEUS	Brit. str.	E. Frohn	BUTTERFIELD & SWIRE	22nd inst.
MARSEILLES, LONDON &c., v. S'PORE, &c.	DARDANES	Brit. str.	E. Frohn	BUTTERFIELD & SWIRE	24th inst.
BREMEN, VIA PORTS OF CALL	PREUSSEN	Ger. str.	E. Frohn	BUTTERFIELD & SWIRE	26th inst.
HAVRE & HAMBURG	MARBURG	Ger. str.	E. Frohn	BUTTERFIELD & SWIRE	28th inst.
HAVRE & HAMBURG	SUEVIA	Ger. str.	E. Frohn	BUTTERFIELD & SWIRE	30th inst.
HAVRE & HAMBURG	NURNEBERG	Ger. str.	E. Frohn	BUTTERFIELD & SWIRE	1st Dec.
HAVRE & HAMBURG	AMERICA	Ger. str.	E. Frohn	BUTTERFIELD & SWIRE	3rd Dec.
HAVRE & HAMBURG	NIPPON	Aus. str.	E. Frohn	BUTTERFIELD & SWIRE	5th Dec.
NEW YORK, VIA PORTS & SUEZ CANAL	EL CASTLE	Brit. str.	W. T. Bain	DODWELL & CO., LTD.	About 10th inst.
NEW YORK, VIA SUEZ CANAL	HERMISTON	Rus. str.	von Hoff	HAMBURG-AMERIKA LINIE	About 18th inst.
NEW YORK, VIA SUEZ CANAL	NUBIA	Ger. str.	von Hoff	HAMBURG-AMERIKA LINIE	About end of Dec.
VANCOUVER, VIA SHANGHAI, &c.	E. OF INDIA	Brit. str.	von Hoff	HAMBURG-AMERIKA LINIE	18th inst.
VICTORIA (B.C.) & SEATTLE VIA N' SAKI, &c.	ATHENIAN	Brit. str.	von Hoff	HAMBURG-AMERIKA LINIE	27th Jan.
VICTORIA (B.C.) & SEATTLE VIA N' SAKI, &c.	ONAMA	Brit. str.	von Hoff	HAMBURG-AMERIKA LINIE	To-day
VICTORIA (B.C.) & SEATTLE VIA N' SAKI, &c.	SHAWMUT	Brit. str.	von Hoff	HAMBURG-AMERIKA LINIE	14th inst.
VICTORIA (B.C.) & SEATTLE VIA N' SAKI, &c.	AKI MARU	Jap. str.	von Hoff	HAMBURG-AMERIKA LINIE	17th inst., at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA N' SAKI, &c.	DAIKARAT	Jap. str.	von Hoff	HAMBURG-AMERIKA LINIE	1st Dec., at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA N' SAKI, &c.	INDRAPURA	Brit. str.	von Hoff	HAMBURG-AMERIKA LINIE	14th inst.
PORTLAND, OREGON	TSINAN	Brit. str.	von Hoff	HAMBURG-AMERIKA LINIE	17th inst.
AUSTRALIAN PORTS	EMPIRE	Brit. str.	von Hoff	HAMBURG-AMERIKA LINIE	18th inst., at Noon
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	MANILA	Brit. str.	von Hoff	HAMBURG-AMERIKA LINIE	About 16th inst.
MOJI, KOBE & YOKOHAMA	HIROSHIMA M.	Jap. str.	von Hoff	HAMBURG-AMERIKA LINIE	27th inst., D'light
KOBE	CHANGSHA	Brit. str.	von Hoff	HAMBURG-AMERIKA LINIE	18th inst.
KOBE, NAGASAKI & VLADIVOSTOK	KOWLOON	Ger. str.	von Hoff	HAMBURG-AMERIKA LINIE	18th inst., at 5 P.M.
KOBE & YOKOHAMA	TAMBA MARU	Jap. str.	von Hoff	HAMBURG-AMERIKA LINIE	18th inst., D'light
SHANGHAI, NAGASAKI, HONGKONG & YOKOHAMA	P. HEINRICH	Frech. str.	von Hoff	HAMBURG-AMERIKA LINIE	Quick despatch
SHANGHAI, NAGASAKI & YOKOHAMA	CHINA	Aus. str.	von Hoff	HAMBURG-AMERIKA LINIE	About 18th inst.
SHANGHAI, NAGASAKI & YOKOHAMA	DAIGI MARU	Jap. str.	von Hoff	HAMBURG-AMERIKA LINIE	17th inst., P.M.
SHANGHAI, NAGASAKI & YOKOHAMA	MAIZURU M.	Jap. str.	von Hoff	HAMBURG-AMERIKA LINIE	About 21st inst.
TAMSU, VIA SWATOW & AMOY	HAILONG	Brit. str.	von Hoff	HAMBURG-AMERIKA LINIE	15th inst.
AMOY, VIA SWATOW & AMOY	ROHILLA MARU	Jap. str.	von Hoff	HAMBURG-AMERIKA LINIE	To-morrow, D'light
SWATOW	SUNGKIANG	Brit. str.	von Hoff	HAMBURG-AMERIKA LINIE	To-day, at 11 A.M.
MANILA	LOONGSANG	Brit. str.	von Hoff	HAMBURG-AMERIKA LINIE	To-day
MANILA DIRECT	RUBI	Brit. str.	von Hoff	HAMBURG-AMERIKA LINIE	13th inst., at 4 P.M.
MANILA	TSINAN	Brit. str.	von Hoff	HAMBURG-AMERIKA LINIE	14th inst., at 4 P.M.
BOMBAY, VIA SINGAPORE & PENANG	ISCHIA	Ital. str.	von Hoff	HAMBURG-AMERIKA LINIE	17th inst.
BOMBAY, VIA SINGAPORE & PENANG	BOMBAY MARU	Jap. str.	von Hoff	HAMBURG-AMERIKA LINIE	About 25th inst.
SINGAPORE, PENANG & CALCUTTA	NAMANG	Brit. str.	von Hoff	HAMBURG-AMERIKA LINIE	13th inst., at Noon
SINGAPORE, COLOMBO & BOMBAY	BANCA	Brit. str.	von Hoff	HAMBURG-AMERIKA LINIE	1st Dec., at Noon

## NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

## STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, PORT SAID, SUEZ, NAPLES, LONDON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO, GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

## THE Steamship

"ISCHIA,"  
Captain Murganzini, will be despatched as above ON FRIDAY, the 13th inst., at Noon.  
At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to  
CARLOWITZ & CO.,  
Agents.  
Hongkong, 8th November, 1903. [4]

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

## NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, BOMBAY, ADEN, DUBOUI, SOEY, MARSAILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;

## ALSO

PORTS OF BRAZIL AND RIVER PLATE.

## ON TUESDAY, the 17th November, 1903,

at 1 P.M., the Company's Steamship "AUSTRALIEN," Captain Veron, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with the Australian line as "Oceania," bound for MARSEILLES via BOMBAY and ADEN. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 16th November. Specie and Parcels received until 4 P.M. on the same day. No cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Agent.  
Hongkong, 5th November, 1903. [2]

## THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"  
951 Tons, Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, and return to Hongkong on the following days, leaving Canton at 4 P.M. with excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Meals, \$1 each.  
Cargo Freight very moderate.  
J. TREVOUX & CO.,  
No. 128, Connaught Road Central,  
Hongkong, 30th June, 1903. [1]

## CHINA NAVIGATION CO., LIMITED.

## HONGKONG—MANILA.

## REDUCED SALOON PASSAGE MONEY.

SINGLE, \$20; RETURN, \$35.  
STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DUTY QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE,  
AGENTS.  
Hongkong, 4th July, 1903. [1064]

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. Almond	Manila direct	Sat. 14th Nov., 10 A.M.
ZAFIRO	2540	R. Almond	Manila direct	Sat. 14th Nov., 10 A.M.
PERLA	1980	J. McGinty	Manila direct	Sat. 14th Nov., 10 A.M.

For Freight, or Passage apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.  
Hongkong, 7th November, 1903. [17]

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.  
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS: ALGER, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.  
STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PRUSSEN	THURSDAY 12th November
* HAMBURG	WEDNESDAY 25th November
PRINZ HEINRICH	WEDNESDAY 8th December
KONIG ALBERT	WEDNESDAY 23rd December
* KLAUSCHOU	WEDNESDAY 1904 6th January
SACHSEN	WEDNESDAY 20th January
DAVERN	WEDNESDAY 3rd February
GERA	WEDNESDAY 17th February
SEYDLITZ	WEDNESDAY 3rd March
PRUSSEN	WEDNESDAY 16th March
ROON	WEDNESDAY 30th March
* HAMBURG	WEDNESDAY 13th April
PRINZ HEINRICH	WEDNESDAY 27th April

ON THURSDAY, the 12th day of NOVEMBER, 1903, at Noon, the Steamship "PRUSSEN," of the NORDDEUTSCHER LLOYD, Captain E. Frohn, with MAILS, PASSENGERS, SPECIE AND CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 10th November. Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 11th November and will be received at the Agency's Office until Noon on WEDNESDAY, the 11th November.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Liner can be washed on board.

For further Particulars, apply to

MELCHERS & CO., AGENTS.  
Hongkong, 31st October, 1903. [15]

## TOYO KISEN KAISHA

## MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardesses carried.

Steamship	Captain	Tons	Sailing Date
"ROHILLA MARU"	Ernest Bent	3869	Wednesday, 11th November, at 11 A.M.
"ROSETTA MARU"	H. S. Smith	3876	Saturday, 14th November, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.  
Hongkong, 9th November, 1903. [478]

## HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	DESTINATIONS	SAILING DATES
CANADIA	ANTWERP and HAMBURG	On 12th Nov. Freight.
Capt. Wagner	(Calling at Singapore and Colombo)	
MARBURG	HAVRE, BREMEN and HAMBURG	On 21st Nov. Freight.
Capt. Stern	(Calling at Singapore and Colombo)	
SUEVIA	HAVRE and HAMBURG	On 1st Dec. Freight.
Capt. Borck	(Calling at Singapore and Penang)	
ARAGONIA	HAVRE and HAMBURG	On 15th Dec. Freight.
Capt. Forst	(Calling at Singapore and Colombo)	
NURNBERG	HAVRE and HAMBURG	On 29th Dec. Freight.
Capt. Jaburg	(Calling at Singapore and Penang)	
NUBIA	NEW YORK, VIA SUEZ	About end of December.
Capt. von Hoff		
AMBRIA	HAVRE and HAMBURG	On 5th Jan. Freight.
Capt. Duckstein	(Calling at Singapore and Colombo)	

For Further Particulars, apply to  
HAMBURG-AMERIKA LINIE.  
HONGKONG OFFICE,  
QUEEN'S BUILDINGS, No. 1.

## PORTLAND &amp; ASIATIC STEAMSHIP CO

PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA PORTLAND, OREGON  
OF JAPAN, MOJI, KOBE and YOKOHAMA FOR  
OPERATING IN  
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
"INDEPAURA"	4,899	A. E. Hollingsworth	November 14, 1903
"INDESAMHA"	5,197	W. E. Craven	December 14, 1903
"INDEVALLE"	4,899	R. P. Craven	January 14, 1904

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to  
ALLAN CAMERON, GENERAL AGENT.  
Hongkong, 31st October, 1903. [114]

## OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSU, VIA SWATOW	"DAIGI MARU"	SUNDAY, 15th November
AND AMOY	T. W. Groves	
ANPING, VIA SWATOW	"MAIDZURU MARU"	SUNDAY, 15th November
AND AMOY	T. Saito	

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers, and a duly qualified doctor is carried.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central, Hongkong, 7th November, 1903. T. ARIMA, Manager [115]

## NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. CO. BOSTON S. CO. BOSTON TOWBOAT CO.  
CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

## PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
* SHAWMUT	9,606	W. M. Smith	Saturday, November 14th
* OLYMPIA	2,837	A. Dixon	Wednesday, November 25th
* TACOMA	2,812	M. Bidley	Tuesday, December 15th
* VICTORIA	3,502	J. Truebridge	Saturday, December 19th
TREMENT	9,606	T. W. Garlick	Thursday, December 24th
* LYRA	4,417	G. V. Williams	Thursday, January 21st

\* Have no second class accommodation. † Cargo only. ‡ Not calling at Shanghai.

## FOR MANILA.



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND HUMANIA PORTS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"ACHILLES"	On 12th November.
GLASGOW and LIVERPOOL	"PILOMETHEUS"	On 21st November.
GLASGOW and LIVERPOOL	"PELEUS"	On 28th November.
GLASGOW and LIVERPOOL	"POLYPHEMUS"	On 5th December.
GLASGOW and LIVERPOOL	"DARDANUS"	On 12th December.
GLASGOW and LIVERPOOL	"YANGTZE"	On 19th December.

## HOMEWARDS.

FOR	STEAMERS	DATE
MARSEILLES and LIVERPOOL	"NINGHONG"	On 20th November.
LONDON and ANTWERP	"POLYPHEMUS"	On 24th November.
MARSEILLES, LONDON and ANTWERP	"HYSON"	On 8th December.
LIVERPOOL	"ACHILLES"	On 15th December.
MARSEILLES, LONDON and ANTWERP	"PROMETHEUS"	On 22nd December.
MARSEILLES, LONDON and ANTWERP	"DARDANUS"	On 5th January.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"OANFA"	On 11th November.
The s.s. "OANFA" has arrived, and leaves for Japan and Pacific on the 11th inst.	"PELEUS"	On 30th November.
The s.s. "ACHILLES" left Singapore on the 7th inst., a.m., and is due here on the 12th inst.		
The s.s. "NINGHONG" from Tacoma, Victoria and Seattle, left Moji on the 9th inst., a.m., and is expected to arrive here on the 13th inst.		

For Freight, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 10th November, 1903.

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	DATE
MANILA	"SUNGKIANG"	On 11th November.
KOBE	"CHANGSHA"	On 13th November.
MANILA	"TSINAN"	On 17th November.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports, and other Australian Ports.

For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 7th November, 1903.

# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	DATE	REMARKS.
SINGAPORE, SOLOMON, BANCA and BOMBAY	"J. B. Ferguson"	4 P.M., 11th November	Freight only.
LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MALTA	"SHANGHAI"	About 13th November	Freight and Passage.
YOKOHAMA, VIA SHANGHAI, HAI MOI, and KOBE (Passing through the Inland Sea)	"H. G. L. Lewis"	About 16th November	Freight and Passage.
LONDON, &c.	"M. L. Daniel"	Neon, 21st November	See Special Advertisement.
SHANGHAI	"Ballaarat"	About 21st November	Freight and Passage.

\* Calling at Penang if sufficient inducement offers.

For further Particulars, apply to  
**E. A. HEWETT,**  
Superintendent.

Hongkong, 11th November, 1903.

# CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY.	SPEED.	PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.		

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	DATE
R.M.S. "EMPERESS OF INDIA"	WEDNESDAY, 18th Nov. 1903
R.M.S. "EMPERESS OF JAPAN"	WEDNESDAY, 18th Dec.
R.M.S. "EMPERESS OF CHINA"	WEDNESDAY, 13th Jan. 1904
R.M.S. "ATHENIAN"	WEDNESDAY, 27th Jan.
R.M.S. "EMPERESS OF INDIA"	WEDNESDAY, 10th Feb.
R.M.S. "EMPERESS OF JAPAN"	WEDNESDAY, 24th Feb.
R.M.S. "EMPERESS OF CHINA"	WEDNESDAY, 9th Mar.
R.M.S. "ATHENIAN"	WEDNESDAY, 30th Mar.
R.M.S. "EMPERESS OF INDIA"	WEDNESDAY, 20th April
R.M.S. "ATHENIAN"	WEDNESDAY, 27th April
R.M.S. "EMPERESS OF JAPAN"	WEDNESDAY, 11th May

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to  
**D. E. BROWN,** General Agent,  
Pender Street.

# AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship  
"CHINA,"  
Captain Ivalich, will leave for the above places on TUESDAY, the 17th inst., 7 p.m.

For Freight or Passage, apply to  
**SANDER, WIELER & CO.,**  
Agents,  
Princes' Buildings,  
Hongkong, 10th November, 1903.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship  
"EMPIRE,"  
Captain P. T. Helms, will be despatched for the above ports on WEDNESDAY, the 18th November, at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To assure the additional comfort of passengers, the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
Agents,  
Hongkong, 22nd October, 1903.

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Steamship  
"HERMISTON," Captain W. T. Bain,  
will be despatched on or about WEDNESDAY, the 18th November.

For Freight, &c., apply to  
**SHEW, TOMES & CO.,**  
General Agents,  
Hongkong, 23rd October, 1903.

# AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR  
FIUME AND TRIESTE (DIRECT),  
CALLING AT SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the Brazils, to South Africa, Persian Gulf, Red Sea, BLACK SEA, LEVANT, VENICE and ADELAIDE PORTS).

THE Company's Steamship  
"NIPPON,"  
Captain Klausberger, will be despatched as above on FRIDAY, the 20th November, 7 p.m.

For information as to Passage and Freight, apply to  
**SANDER, WIELER & CO.,**  
Agents,  
Princes' Buildings,  
Hongkong, 23rd October, 1903.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship  
"GLENSHIEL,"  
Captain J. McGillivray, will be despatched as above on FRIDAY, the 27th instant.

For Freight or Passage, apply to  
**MCGREGOR BROS. & CO.,**  
Hongkong, 6th November, 1903.

IMPERIAL GERMAN MAIL LINE.  
NORDDEUTSCHER LLOYD.  
HAMBURG-AMERIKA LINIE.

FOR SHANGHAI, NAGASAKI, HIogo AND YOKOHAMA.

THE Imperial German Mail Steamship  
"PRINZ HEINRICH,"  
of the NORDDEUTSCHER LLOYD,  
Captain R. Heintze, due here with the outward German Mail about TUESDAY night, will leave for the above places about 12/24 hours after arrival.

NORDDEUTSCHER LLOYD.  
For further Particulars, apply to  
**MELCHERS & CO.,**  
Agents,  
Hongkong, 9th November, 1903.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with INDO-CHINA STEAM NAVIGATION CO.'S fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to  
**DODWELL & CO., LIMITED,**  
General Agents for China and Japan,  
Hongkong, 4th August, 1897.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"  
Captain Samuel Bell Smith,  
DEPARTURES from Hongkong, on week days, at 7.30 a.m.; on Excursion Sundays, at 8.30 a.m.; from Macao week days at about 2 p.m. and Sundays about 7.30 p.m.

FARE—(week days) 1st Class (including cabin and servants), \$3. Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$3 extra will be charged for each Cabin which has accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip Every Sunday, and takes only 34 hours to reach Macao.

**MING ON & CO.,**  
2nd Floor, 16, Victoria Street,  
Hongkong, 8th September, 1903.

# NOTICES TO CONSIGNEES

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT,"  
FROM MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

**DODWELL & CO., LD.,**  
Agents,  
Hongkong, 6th November, 1903.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "INDRAPURA,"  
FROM PORTLAND (OR.), YOKOHAMA, KOBE, AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

**ALLAN CAMERON,**  
General Agent,  
Hongkong, 6th November, 1903.

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"OANFA"  
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 8th instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m. on the 16th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 23rd inst., or they will not be recognised.

No Fire Insurance has been effected.

**BUTTERFIELD & SWIRE,**  
Agents,  
Hongkong, 9th November, 1903.

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rabattoni United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship  
"ISCHIA,"  
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th instant, will be subject to rent.

**CARLOWITZ & CO.,**  
Agents,  
Hongkong, 5th November, 1903.

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"ULYSSES"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 9th instant.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m. on the 16th inst.

No Claims will be admitted after the Goods have left the steamer's Godown and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 23rd inst., or they will not be recognised.

No Fire Insurance has been effected.

**BUTTERFIELD & SWIRE,**  
Agents,  
Hongkong, 7th November, 1903.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SAGAMI,"  
FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
**DODWELL & CO., LIMITED,**  
Agents,  
Hongkong, 9th November, 1903.

# NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CHUSAN,"  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—  
From London, &c., ex s.s. Britannia.  
From Australia, ex s.s. Rome.  
From Persian Gulf, ex H. I. S. N. and P. & O. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 1 p.m. To-day.

Goods not cleared by the 13th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

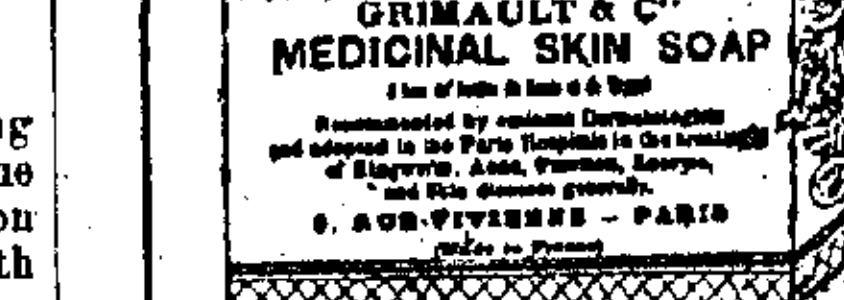
Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

**E. A. HEWETT,**  
Superintendent,  
Hongkong, 7th November, 1903.

# GRIMAULT & Co Medicinal Skin Soap



Recommended by eminent Dermatologists and adopted in the Paris Hospitals in the treatment of Ringworm, Acne, Psoriasis, Eczema and Skin diseases generally.

**8, RUE VIVIERNE, 8**  
Paris

(1892-3)

THE BEST  
THE OLDEST  
THE CHEAPEST  
BELT IN THE WORLD

IS  
**GANDY'S**

"THE GANDY BELT,"  
ENGLAND.

SOLE AGENTS:  
**LUTGENS, EINSTAMANN & CO.,**  
191-1  
HONGKONG

**BUDWEISER BEER**

EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY.

**ANHEUSER BUSCH BREWING ASSOCIATION, ST. LOUIS.**

THE BEER IS BREWED OF BEST SAZER HOPS and finest Barley Malt only, and warranted not to contain Chemicals in any form.

The Beer is sterilized after being bottled, and full mature age insures its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

**F. BLACKHEAD & CO.,**  
Sole Agents,  
Hongkong, 25th July, 1903.

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:—

BRILLIANT, British 4-m. bark, Geo. Covillehaw, Standard Oil Co.

HELENA WYMAN, Amer. barque, D. A. Vanhous, Captain.

Rose, British barque, Pow.—Siemens & Co.

**The Young American Cigars.**

The very thing for smokers of discrimination! A delicate and exquisite flavour, which has charmed everyone who has smoked them.

Give them a trial.

3120-1

# MUSIC.

RAPID Tuition given on the BANJO, MANDOLIN, SPANISH GUITAR, VIOLIN, &c. Terms moderate.

**L. A. DE GRACA,**  
38, Peel Street, or  
Care of Daily Press Office,  
Hongkong, 11th August, 1903.

**QUAN WAH & CO.,**  
GRANITE MERCHANT CONTRACTORS,  
Dealers in  
**MARBLE and GRANITE MONUMENTS.**

No. 1, QUEEN'S ROAD EAST.  
Estimates, Designs & Prices on Application.  
All descriptions of Granite for Export.  
Hongkong, 17th October, 1904.

**CARTRIDGES.**

**NOBEL'S SPORTING BALLISTITE.**  
Absolutely Smokeless and Water-resisting.  
THE BEST NITRO-POWDER IN THE WORLD.

PRICE OF 12-BORE CARTRIDGES:—  
Loaded with Powder only. and 1 oz. of shot.  
Frimrose Cases... \$6.25  
Pegamoid Cases... 6.85  
Ejector Brass Cases... 7.50



